

Amendments to the Specification

Please replace paragraph [0008] with the following amended paragraph:

[0008] Commonly assigned co-pending U.S. Patent Application Serial Number 10/812,466 filed March 30, 2004 ~~10/_____ (Attorney Docket Number GP-303149)~~, the disclosure of which is hereby incorporated by reference herein in its entirety, describes a method to control a direct-injection gasoline engine during LNT regeneration events thereby improving driveability by adapting fueling to account for pumping losses resulting from higher throttling at homogeneous operation. Further, commonly assigned co-pending U.S. patent Application Serial Number 10/812,467 filed March 30, 2004 ~~10/_____ (Attorney Docket Number GP-303123)~~ also directed to a control strategy for lean NOx trap regeneration whereby the number of regeneration events carried out when a lean burn SIDI engine is otherwise running in a stratified mode are minimized, is hereby incorporated by reference herein in its entirety. However, lean NOx trap regenerations are still required under some stratified mode operating conditions and there is usually potential for undesirable degraded driveability during the occurrence of such regeneration events.

Please replace paragraph [0027] with the following amended paragraph:

[0027] If the engine is operating in a stratified charge mode, the routine proceeds to block 204, where a determination is made as to whether it is time to initiate an LNT regeneration event, for example as disclosed in commonly assigned, co-pending U.S. Patent Application Serial Number 10/812,467 ~~10/_____ (Attorney Docket Number GP303123)~~. If the engine is not transitioning from stratified mode for the lean NOx trap regeneration transition, the routine is exited. If it is not time to initiate a regeneration event, then the routine is exited at block 252.

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If it is time to initiate a regeneration event, then the exhaust gas recirculation is set to zero at block 206.

Please replace paragraph [0034] with the following amended paragraph:

[0034] At block 232, a determination is made as to whether or not to end the LNT regeneration event, e.g. as disclosed in commonly assigned, co-pending U.S. Patent Application Serial Number 10/812,467 40/_____ (~~Attorney Docket Number GP-303123~~) and commonly assigned U.S. Patent No. 6,293,092. If the determination is made to continue the LNT regeneration event, then the routine proceeds at block 212. If the determination is made to end the LNT regeneration event, then the T_{air} and T_{AFR} counters are reset and the air charge transition over delta T_{air} is initiated at block 234. The air charge feedback controls and air-fuel ratio feedback controls are disabled at block 236.

Please replace paragraph [0040] with the following amended paragraph:

[0040] The desired EGR mass is set to zero. Fueling of the engine is determined by driver demand. Fueling may be further controlled in accordance with the teaching of commonly assigned, co-pending U.S. Patent Application Serial Number 10/812,466 40/_____ (~~Attorney Docket Number GP-303149~~) to compensate for loss in torque due to additional pumping work during the lean NO_x trap regeneration event.

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